PlanCheyenne

# Cheyenne Area Transportation Master Plan

# Snapshot


November 2006

CHEYENNE METROPOLITAN PLANNING ORGANIZATION

CLARION - LSA - EDAW - AVI

# 1. Welcome

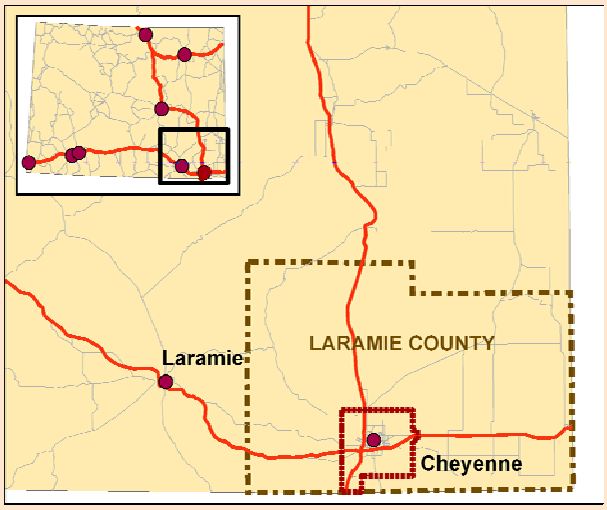
## What is *PlanCheyenne*

Located in southeast Wyoming at the north end of the Front Range, Cheyenne is a city with a rich history, diverse population, and vibrant community. While existing as a self-contained community, Cheyenne also has connections to Colorado cities along the Front Range.

The Cheyenne MPO oversees planning activities for the City of Cheyenne and surrounding portions of Laramie County. As an MPO, the Cheyenne MPO has access to federal planning funds, formal recognition as the coordinating agency for transportation planning in the area, and the responsibility to ensure a "comprehensive, coordinated, and continuing" transportation planning process.

To accommodate the future growth of the region, land use plans, park and recreation plans, and transportation services and infrastructure are developed and implemented through the regional planning process carried out by the Cheyenne Metropolitan Planning Organization. This plan is unique in that land use, transportation, and parks planning are all incorporated into the comprehensive planning process for the Cheyenne Area, dubbed *PlanCheyenne*.

The *Transportation Master Plan* was developed as a part of *PlanCheyenne* – the Cheyenne Area Comprehensive Plan. Work on the three major components of *PlanCheyenne* was done cooperatively, resulting in a plan whose elements are consistent and complimentary.




The *PlanCheyenne* Study Area

# What is the Transportation Master Plan?

The *Transportation Master Plan* is the long-range transportation plan for the urbanized region that includes the City of Cheyenne as well as parts of Laramie County. The Plan identifies future transportation investments for all modes of transportation. Although travel in the region is predominately by automobile, other modes such as public transit, pedestrian, and bicycle transportation are becoming increasingly important.

As such, the *Transportation Master Plan* identifies specific services and projects for each mode of travel that will be necessary to meet the transportation needs of the region through 2030. Like most communities across the nation, anticipated revenues are not sufficient to fund all of the transportation needs. Therefore, this plan prioritizes projects for implementation to respond to financial constraints required by Federal law.

## Four Transportation Chapters

Like the other elements of *PlanCheyenne*, the *Transportation Master Plan* consists of four chapters: Snapshot, Structure, Shape, and Build. Each chapter can be separated as a standalone report or the four chapters can be kept intact as one document.

The **Snapshot** section provides background information on the transportation planning process and federal planning requirements. It then continues to provide a description of the current state of the transportation system in Cheyenne.

The **Structure** section includes general functional and design principles and strategic guidelines related to transportation. Information is presented in a series of illustrations and lists and is general in nature.

The **Shape** section outlines transportation principles and policies that demonstrate the desires of the community regarding a transportation system. This section also includes a Transportation Vision Plan for 2030 and buildout based on these principles.

The **Build** section suggests strategies to implement elements of the Transportation Vision Plan. Because fiscal limitations are a reality as well as a requirement of federal planning regulations, the 2030 Transportation Vision Plan is reduced to a fiscally constrained transportation plan.

## Snapshot Overview

Provide a look at Cheyenne today and compliment the snapshot portion of the *Community Plan* include the following chapters:

1. **Welcome:** This section provides an introduction to the *Transportation Master Plan.*
2. **Planning Process and Context:** This section describes the process used to create the *Transportation Master Plan* as well as the context in which the plan was developed.
3. **Planning Elements: Required and Desired:** The federal requirements and local desires that shape the plan are described in this section.
4. **Existing Conditions:** The state of the transportation system in Cheyenne today is presented in this section.

# 2. Planning Process and Context

## Process

The *Transportation Master Plan* was developed through an open and deliberative planning process, complying and exceeding with all applicable government regulations. As with the larger *PlanCheyenne* effort, development of the transportation plan consisted of four primary phases. Snapshot is the first of these phases.

The development of *PlanCheyenne* and the T*ransportation Master Plan* were guided by a Technical Advisory Committee (TAC) and a citizen Steering Committee. The TAC includes members from various interested agencies including the City of Cheyenne, Laramie County, the Wyoming Department of Transportation, the Federal Highway Administration (FHWA), Warren Air Force Base, Laramie County School District #1, and others. At each citizen Steering Committee meeting, the general public was invited and encouraged to participate in the discussion.

## Context

The *Transportation Master Plan* is the current transportation plan for the Cheyenne MPO. Like many planning documents, it incorporates and builds upon the concepts and recommendations from previous efforts. Numerous plans and studies are underway or have been completed by the City of Cheyenne, the Cheyenne MPO, as well as the Wyoming Department of Transportation (WYDOT). A summary of these plans is available in the *Community Plan* – Shape section 4. Some of the plans, studies, and projects related to the development and implementation of the *Transportation Master Plan* include:

***PlanCheyenne*:** *PlanCheyenne* is the new comprehensive plan for the Cheyenne Area. The *Transportation Master Plan* is a part of this larger plan that also has a *Community Plan* and land use plan, and a parks and recreation master plan. Because the elements of *PlanCheyenne* were developed jointly, collaboration between land use planners and transportation planners was possible. This collaboration improves the consistency between the MPO's transportation and land use plans.

**Vision2020:** Vision2020 is a "living document" that reflects the community's input and directions for the future. It provides strategic direction and sets the foundation for *PlanCheyenne*. A detailed summary of Vision2020 is provided in Shape section 1 of the *Community Plan*. Elements of this vision that directly affect the transportation plan include:

- *Growth that is guided to promote efficient use of public and private resources.*
- *A range of different housing and transportation choices.*
- *A vital downtown that includes unique businesses, a range of housing and attractive gathering places.*

**Cheyenne Area Master Transportation Plan:** This transportation plan, prepared in 1994, has served as a long range transportation plan for the Cheyenne MPO. It is replaced by this plan.

**Innovative Finance Analysis, Transportation Improvement Programming Process, and 1997 Project List Update:** This document served as an update to the 1994 transportation plan.

**Road, Street, and Site Planning Design Standards:** This document provides uniform design standards for the City of Cheyenne and brings the standards up to date.

**Laramie County, Wyoming Road, Street and Site Planning Design Standards:** This document provides design standards to be applied in the unincorporated portions of Laramie County. The county is currently revising these standards.

**19th/Pershing/Converse Conceptual Alternatives Plan Analysis:** This document considers existing and forecast congestion at this location and explores potential solutions.

**Conceptual Plans: Dell Range Boulevard – College Drive to U.S. 30 & U.S. 30 – College Drive to the Archer Interchange:** This document looks at potential improvements to the named corridors.

**State Transportation Improvement Program:** The Wyoming Department of Transportation has outlined transportation spending plans for the years 2006 through 2011 in this document.

**Statewide Long-Range Transportation Plan:** The Wyoming Department of Transportation has defined long range goals, objectives, and action items in this policy plan.

**Transportation Programs:** WYDOT has described transportation funding sources in this document.

**Western Cheyenne Transportation Study:** This document explores potential future changes to the railroad in the Cheyenne Area.

**Various Neighborhood Plans:** The City of Cheyenne has adopted a collection of sub-area plans. Transportation aspects of these plans were considered in the development of transportation recommendations in the *Transportation Master Plan.* The plans include:

- West Cheyenne Lane Use and Infrastructure Improvement Plan (2002)
- East Central Cheyenne Infrastructure Improvements Plan (2000)
- Northwest Cheyenne Infrastructure and Development Plan (1999)
- Hebard, Cole, and Goins Neighborhoods Plan (1995)
- South Cheyenne Infrastructure Improvement and Development Action Plan (1994)
- DDA Master Plan for the Downtown Cheyenne Core Area (1991)
- East Cheyenne Infrastructure Improvement Plan (1998)

# 3. Planning Elements: Required and Desired

## Federal Planning Requirements

Several laws, regulations, statutes, codes and other documents at the local, state, and federal levels affect the development of the *Transportation Master Plan* by specifying requirements to be considered in the planning process or to be contained in the plan. These include the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), existing and proposed metropolitan planning regulations, management and monitoring system regulations, Executive Order 12898 on Environmental Justice, the Americans with Disabilities Act, and a variety of others.

Of these, SAFETEA-LU, replaces the Transportation Equity Act for the 21st Century (TEA-21) and provides the primary authoritative direction on the development of the *Transportation Master Plan.* On August 10, 2005, Congress enacted SAFETEA-LU as Public Law 109-59. SAFETEA-LU authorizes the federal surface transportation programs for highway and transit systems for the four-year period from 2005 to 2009. SAFETEA-LU continues and enhances the federal programs and priorities established in the previous Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and TEA-21.

Prior to July 1, 2007, MPO transportation plans may be completed under TEA-21 requirements. However, transportation plans and the TIPs and STIPs drawn from these plans can not be updated or amended subsequent to that date unless the transportation plan meets all requirements set forth in SAFETEA-LU. To ensure that this plan and related components can be updated or amended as needed, this plan complies with regulations defined in SAFETEA-LU.

Among the many environmental, funding, infrastructure, modal, safety, and other transportation-related provisions of the legislation, SAFETEA-LU specifies that MPO's develop transportation plans in cooperation with the State and public transit operators that "provide for the development and integrated management and operation of transportation systems and facilities…that will function as an intermodal transportation system for the metropolitan area…" With this language, Congress has continued its priorities of intermodalism, intergovernmental and pubic/private partnerships, and system development and management that originated in ISTEA. Further, the process for developing transportation plans shall provide for consideration of all modes and shall be continuing, cooperative, and comprehensive to the degree appropriate.

The requirements for MPO planning set forth in SAFETEA-LU are largely similar to those defined by TEA-21. However, there are several key additions to the requirements. These additions include:

- A discussion of potential environmental mitigation activities must be included.
- The financial plan section must include transit operators in a cooperative development of estimates.

- Consultation "as appropriate" with agencies responsible for land use planning and management, natural resources, environmental preservation, conservation, and historic preservation is required.
- The list of interested parties that must be given an opportunity to comment is extended to include users of pedestrian walkways and bicycle transportation facilities and representatives of the disabled. All other interested parties must also be given opportunity to participate in the planning process.
- Intermodal connectors are added as a transportation facility.
- The plan is to be made available through electronic means such as the Web.
- It is explicitly stated that: public meetings are to be conducted at convenient and accessible locations at convenient times; employ visualization techniques to describe plans; materials are to be made available through electronic means such as the Web.

## Project Listings

SAFETEA-LU identifies several categories of projects that are to be included for implementation over the life of a transportation plan. They are:

- Roadway, transit, intermodal, bicycle and pedestrian facilities;
- Transportation and transit enhancement activities;
- Strategies for managing the transportation system; and
- Capital investments and other measures to preserve the existing transportation system.

### SAFETEA-LU Planning Factors

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal legislation recognizes that transportation investments impact a community's economy, environment, and quality of life. As such, it states that the planning process "shall provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system."

A description of all proposed improvements in sufficient detail to develop cost estimates should accompany the project listings.

SAFETEA-LU allows for, but does not require, a financially unconstrained list of all proposed transportation improvements. This unconstrained plan is presented as the "2030 Vision Plan" (See Shape Section 4). It is also desirable to include a conceptual list or map of the ultimate buildout transportation system to facilitate right-of-way preservation.

## Financial Plan

SAFETEA-LU specifies that available revenues for implementation of transportation improvements over the life of the *Transportation Master Plan* must be developed through a cooperative effort between the MPO, State, and transit operators. The cost estimates for the projects, strategies, and other transportation improvements contained in the plan must be constrained to the forecasts of available revenues.

When this requirement was enacted over 10 years ago, many communities around the country readily embraced the financial constraint philosophy. In this manner, transportation plans transformed from a wish list of projects that could not be implemented to meaningful plans with specific, identifiable transportation improvements.

## Forecast Period

At a minimum, a transportation plan must be comprised of a 20-year planning horizon and be updated every five years. After its approval, the MPO is allowed to make substantial changes to the *Transportation Master Plan* during the five-year window, but the 20-year forecast period must be maintained. Therefore, the plan incorporates an approximately 25-year planning horizon in order to retain the ability to modify the plan, similar to other progressive communities.

## Public Involvement Process

Public involvement was a high priority in the *PlanCheyenne* planning process and the *Transportation Master Plan.* This process provided complete information, timely public notice, and full public access.

The public involvement process for *PlanCheyenne* included of a series of citizen Steering Committee meetings to which the general public was invited. These meetings generally consisted of a short presentation followed by an open house session in which attendees were provided with an opportunity to interact with planning team, ask questions, and provide input on what was liked and disliked. New ideas were also provided by the public, some of which were incorporated into the plan. Before and after each meeting, materials were placed on the *PlanCheyenne* website for further public review and comment.

Through the Citizens' Transportation Advisory Committee, Technical Committee, and Policy Committee the policies for the MPO are established. Further, these committees decide how the Federal Planning Funds (PL), Transit Planning Funds, and Federal Surface Transportation Program (STP) Funds for construction will be spent within the urban area. These committees have been closely involved with the development and progress of *PlanCheyenne*.

To ensure that the involvement process for *PlanCheyenne* was broad and inclusive, the plan was also presented to the Mayor's Council on Disabilities, the Greenway Technical Advisory Committee, the Housing and Community Development Advisory Council, the Mayor's Youth Council, and members of the Greenway Technical Review Committee. Each group was asked to provide comments and feedback on the plan

The **Mayor's Council on Disabilities** was created to serve as an advisory council to the Mayor on the problems and concerns of people with disabilities as they relate to activities of daily living, including employment, recreation,

transportation, architectural accessibility, or any other area of concern to people with disabilities in Cheyenne. The MPO presented *PlanCheyenne* to the Council in April of 2006 to gather feedback regarding the plan. Due to the plan's focus on multi-modal corridors and emphasis on pedestrian-friendly environments, the Council was generally supportive of the *PlanCheyenne's* goals.

The **Housing & Community Development Advisory Council** is charged with considering specific activities to be funded with Community Development and other housing funds. The presentation before this Board focused on housing and transportation options advanced by *PlanCheyenne* as they relate to affordability. The multi-modal corridor concept as it is linked to higher density activity centers was applauded for being an innovative approach to linking land use and transportation issues.

The goal of the **Mayor's Youth Council** is to give youth an opportunity to learn about government at the level closest to the people and to weigh in on policies affecting young people in the community. Youth between the ages of 14 and 19 are selected to serve on the council for one school calendar year. Terms are renewable and members may be re-appointed from year to year. Because transportation options are generally limited for the youth of our community, a special effort was made to involve the Mayor's Youth Council in the development of *PlanCheyenne*. The group was supportive of the concepts, including integration of land uses, an expanded transit system, and extension of the Greater Cheyenne Greenway as a safe route to key destinations in the community.

The **Greenway Technical Review Committee** directs, designs, sets priorities, develops budgets, and makes recommendations for governing body decisions regarding the community's greenway system. In addition to their involvement in *PlanCheyenne* through the Parks & Recreation Master Plan, this Committee also participated in the development of the *Transportation Master Plan*.

## Who has Participated in *PlanCheyenne*?

In keeping with the *Vision2020* grass roots, public effort, the Cheyenne community and plan advisory committees have participated throughout the planning process to create the *Transportation Master Plan*. In addition to two charrettes in December 2004 and January 2005, where over 30 committee members attended and 45 members of the public participated at each event, the planning process has involved on-going Technical and Steering Committee meetings every few months. In total, 11 community meetings were held, drawing both technical experts and citizens to the table.

### And For Those Who Could not Attend… Newspaper Coverage…

In July 2005, the *Wyoming Tribune Eagle* printed information about the process with some policy choices and solicited additional comments. It also advertised upcoming meetings and events.

# 4. Existing Conditions

The first step in developing a transportation plan is to understand the existing economic, land use, social, and transportation conditions of the region. Understanding the trends and changes that made the region what it is today is essential before developing forecasts of future conditions. The overall snapshot section of *PlanCheyenne* provides a comprehensive look at existing conditions in Cheyenne, while this section focuses on the existing conditions most relevant to transportation planning.

## Land Use and Socioeconomic Characteristics

The socioeconomic and land use characteristics that make up the Cheyenne Area provide insight into the region's transportation requirements. Activities that occur in each of the various land uses form the basis of "trip making" or travel demand. Residential and commercial land uses both generate travel.

Accurate estimates of demographic data are imperative to calibrating the base year model and from this model forecasting travel into the future. Therefore, knowledge of existing population and employment is a key element of the transportation planning process.

### Households and Population

Household and population estimates are based on Census 2000 data and were provided by the MPO. The population of the Cheyenne Urban Area in 2000 was 73,306 people in 30,074 households.

### Employment

Base year employment data provided by the MPO indicates approximately 29,540 jobs in 2000.

## Transportation System

Many people envision the transportation system as the network of streets and highways that allows for automobile and truck travel within, to, and through the region. In reality, roads make up only one component of the transportation system, albeit an important one. Transit service, bicycle facilities, and pedestrian infrastructure are essential to a well-balanced multi-modal transportation system. The system even includes railroad corridors, airports, intermodal truck terminals, traffic signals, and stop signs.

### Roadways

Roadways make up the backbone of the transportation system. Cars and trucks use the roadway system. Transit buses also use roads for their routes. Bicyclists often travel directly on roads, especially in corridors with delineated bike lanes or designated bike routes. Even pedestrians walk on sidewalks that are often constructed in roadway rights-of-way. The most effective roads, called *complete streets*, often accommodate all of these travel modes. In addition to the travel lanes that accommodate travel by transit and automobile, complete streets include good sidewalks to facilitate pedestrian travel and bike paths or lanes for bicycle travel.

The roadway network is based on a range of different types of facilities with varying characteristics that, when combined, make up the roadway system. These facilities range from state highways, which serve high speed, longer-distance trips, to local streets that are designed for lower speeds and shorter trip lengths. Figure 1 shows the facilities that make up the Cheyenne MPO's roadway network.

The existing roadway system in Cheyenne handles current traffic demands quite well which is very noteworthy for a medium size City. Traffic problems are rare and generally occur at intersections during peak commute times. Areas that currently experience some traffic congestion include:

**Congested**

- Dell Range from Prairie to Converse
- FE Warren AFB entrance at Randall/Pershing/I-25

**Congesting**

- Pershing/Converse/19th Intersection
- I-25 and College Interchange
- Ridge Road at Pershing
- Logan from Lincolnway to Campstool
- US 85 South of I-80
- Yellowstone and Dell Range/Central
- High Schools during the morning, lunch, and evening peaks
- I-25/Vandehei Interchange and Frontage Roads
- I-25/I-80 Interchange

An existing congestion analysis is shown in Figure 2. This congestion analysis is based on daily traffic volumes and roadway capacity (capacity is based on facility type and number of lanes). Actual congestion occurs at intersections based on intersection geometrics (number of through and left and right turn lanes) and traffic control (stop sign or signal control). Not all localized intersection congestion is represented in this area-wide planning level analysis.

## Definition of Traffic Congestion

Planners and engineers use a measurement called level of service (LOS) to gauge the adequacy of transportation facilities. Similar to grades in school, LOS is scored using letters from A to F, where A represents the best conditions and F represents failure. Level of service scores can be grouped into three color-coded categories as defined below:

- **Uncongested (Level of Service A - C):** Corridors that generally operate in free-flow conditions, where the driver tends to be able to travel without undue delay except for typical traffic control operations, such as stop signs or traffic signals. During the peak hour, there might be some delay at a controlled intersection, but generally the driver can get through the intersection within one cycle of the traffic signal.
- **Congesting (Level of Service D):** These corridors are roadways where the driver can generally travel in free-flow conditions during the off-peak hours, but might experience having to wait more than one cycle at a signalized intersection during the peak hours. Because these corridors have existing traffic volumes approaching capacity, there can be significant variations in congestion from day to day, fluctuating between acceptable and congested.
- **Congested (Level of Service E – F):** The congested corridors in the Cheyenne Area are those roadways where traffic volumes have either reached or exceeded the facility's capacity to accommodate these volumes. These facilities experience daily congestion delays where it is not uncommon that a driver might have to wait two or more signal cycles to get through the intersection.

## Computing Level of Service – A Technical Methodology

Level of service is calculated based on two primary inputs. First, traffic counts or travel model volumes are compared to a set of roadway capacities. These capacities, shown below, are used to create an initial level of service analysis. Next, the level of service analysis is reviewed for extenuating circumstances such as portions of Dell Range Boulevard where access control issues cause congestion. The existing conditions level of service analysis has been reviewed by planners and engineers to ensure that it represents a realistic representation of congestion in Cheyenne today. Comments generated from this review were also taken into consideration when preparing forecast level of service analyses.

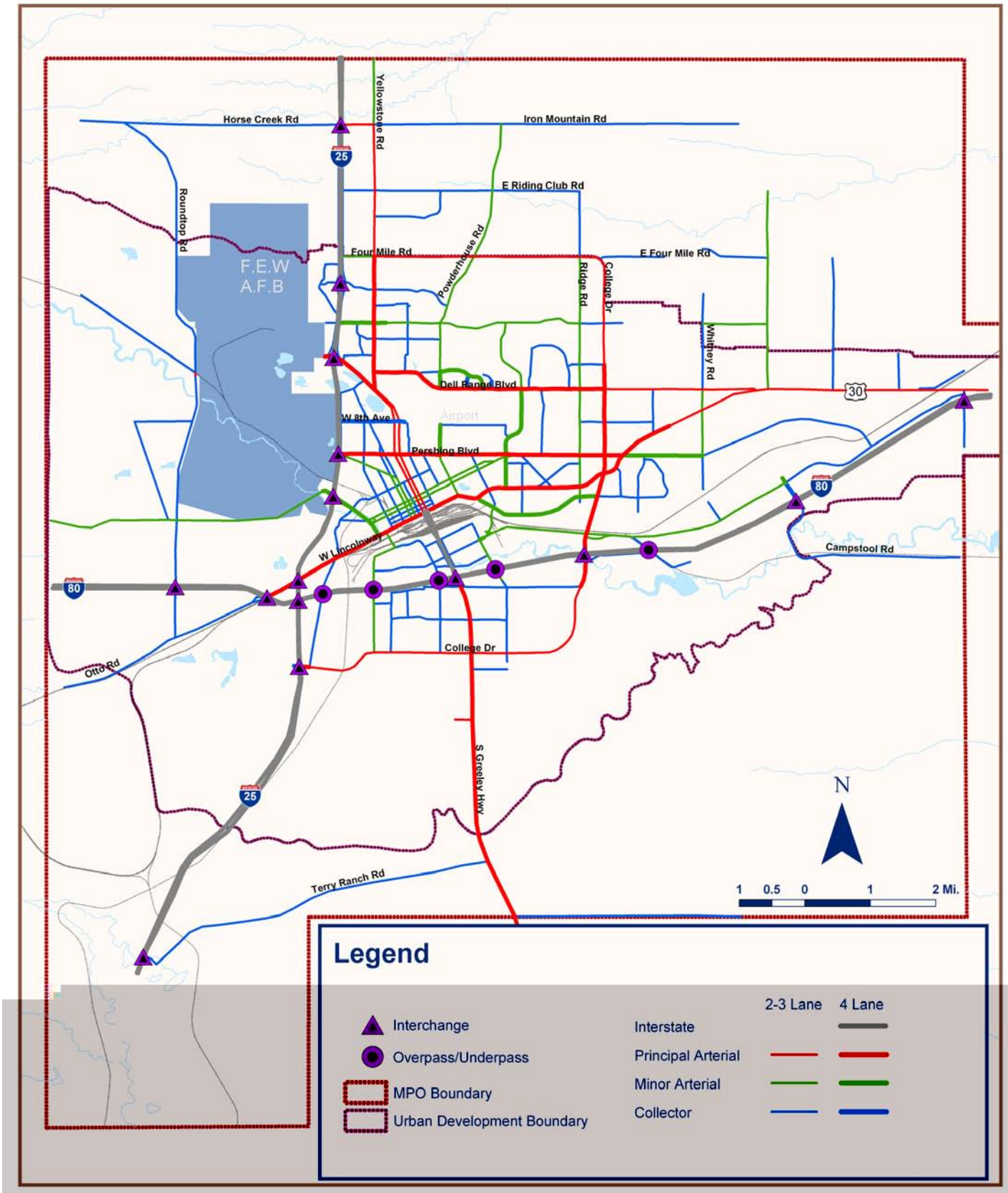
Level of service capacities are based on upper-limit Level of Service E capacity for each facility type – the volume where a roadway transitions from Level of Service E to Level of Service F (failure). Although these capacities are based on daily traffic volumes, they incorporate a peak-hour factor. The resulting level of service calculations are representative of peak-hour conditions. These capacities are further broken down based on volume to capacity ratio (V/C) cutpoints as shown in the table below.

### Upper Limit Level of Service Capacities

| | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| **Upper Limit V/C Cutpoints** | | | | | | |
| Freeways | 0.31 | 0.50 | 0.71 | 0.87 | 1.00 | n/a |
| Arterials/Collectors | 0.51 | 0.67 | 0.79 | 0.90 | 1.00 | n/a |
| **Freeway/Interstate** (Daily Capacity Per Lane - 20,000) | | | | | | |
| 4 Lane | 24,800 | 40,000 | 56,800 | 69,600 | 80,000 | n/a |
| 6 Lane | 37,200 | 60,000 | 85,200 | 104,400 | 120,000 | n/a |
| **Principal Arterial** (Daily Capacity Per Lane - 9,000) | | | | | | |
| 2 Lane | 9,200 | 12,100 | 14,200 | 16,200 | 18,000 | n/a |
| 4 Lane | 18,400 | 24,100 | 28,400 | 32,400 | 36,000 | n/a |
| 6 Lane | 27,500 | 36,200 | 42,700 | 48,600 | 54,000 | n/a |
| **Minor Arterial** (Daily Capacity Per Lane - 7,000) | | | | | | |
| 2 Lane | 7,100 | 9,400 | 11,100 | 12,600 | 14,000 | n/a |
| 4 Lane | 14,300 | 18,800 | 22,100 | 25,200 | 28,000 | n/a |
| **Collector** (Daily Capacity Per Lane - 6,000) | | | | | | |
| 2 Lane | 6,100 | 8,000 | 9,500 | 10,800 | 12,000 | n/a |
| 4 Lane | 12,200 | 16,100 | 19,000 | 21,600 | 24,000 | n/a |

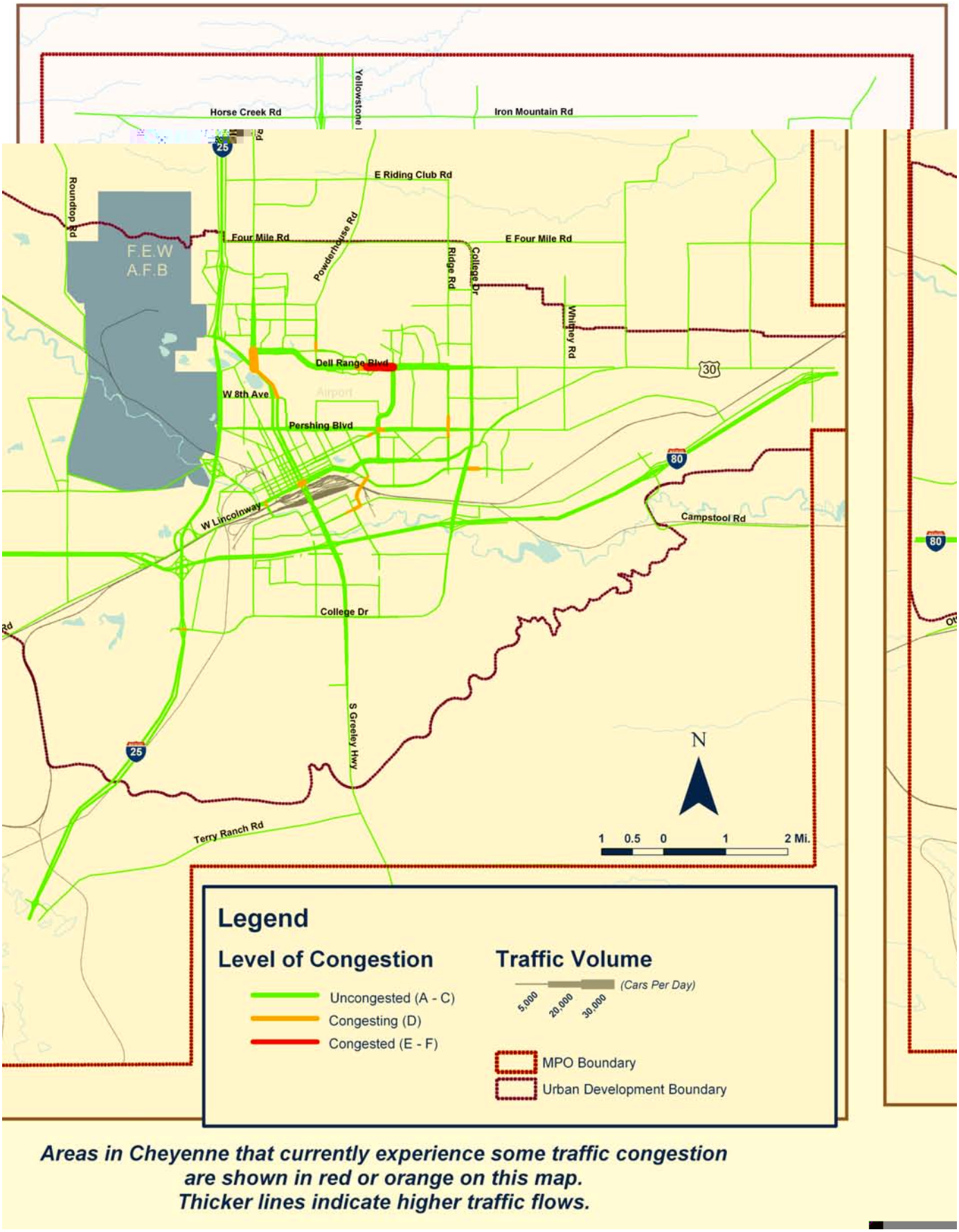
***Example***: A 4 lane principal arterial is considered congested (LOS E) when the traffic volume exceeds 32,400 vehicles per day.

## Figure 1: Existing Roadway Network




***This map presents the major streets as they exist today***

## Figure 2: Existing (2000) Traffic Volumes and Level of Service



The City of Cheyenne maintains a comprehensive daily traffic count program which is used for evaluating traffic congestion and for assessing trends in traffic growth. Daily traffic volumes for the year 2000 are presented graphically in Figure 2. The relative traffic volumes are presented by different line widths, where a wider line indicates a higher number of vehicles counted. As would be expected, Lincolnway, Dell Range Boulevard, Pershing, Yellowstone, Central Avenue, and Warren experience the higher daily traffic flows within the City.

## Transit

Cheyenne's current transit service, provided by the Cheyenne Transit Program, offers good coverage throughout the City. Approximately 70% of Cheyenne Area households are within a quarter mile of a transit line. Similarly, over 85% of jobs in the region are within a quarter mile of a transit line. With the current system, transit is an available mode for a large majority of Cheyenne residents.

The overall system utilizes 24 buses and 3 trolleys and is run by 19 full-time employees and 20 part-time drivers. The system is growing rapidly – experiencing growth in ridership of about 14% for the last two years. Recent growth has prompted the construction of a new bus facility that should be completed by January of 2007.

Buses run hourly on the six routes shown in Figure 3 from 6:00 am to 6:00 pm Monday through Friday. All routes consist of one-way loops that all stop at a downtown transfer center where schedules are coordinated to accommodate quick transfers. One way fares are one dollar and allow for free transfers. The Cheyenne transit program's fixed route system serves about 170,500 passengers per year.

The Cheyenne Transit Program also provides curb-to-curb dial-a-ride service. This service runs on Monday through Saturday by advance reservation. The dial-a-ride service serves over 23,300 riders annually.

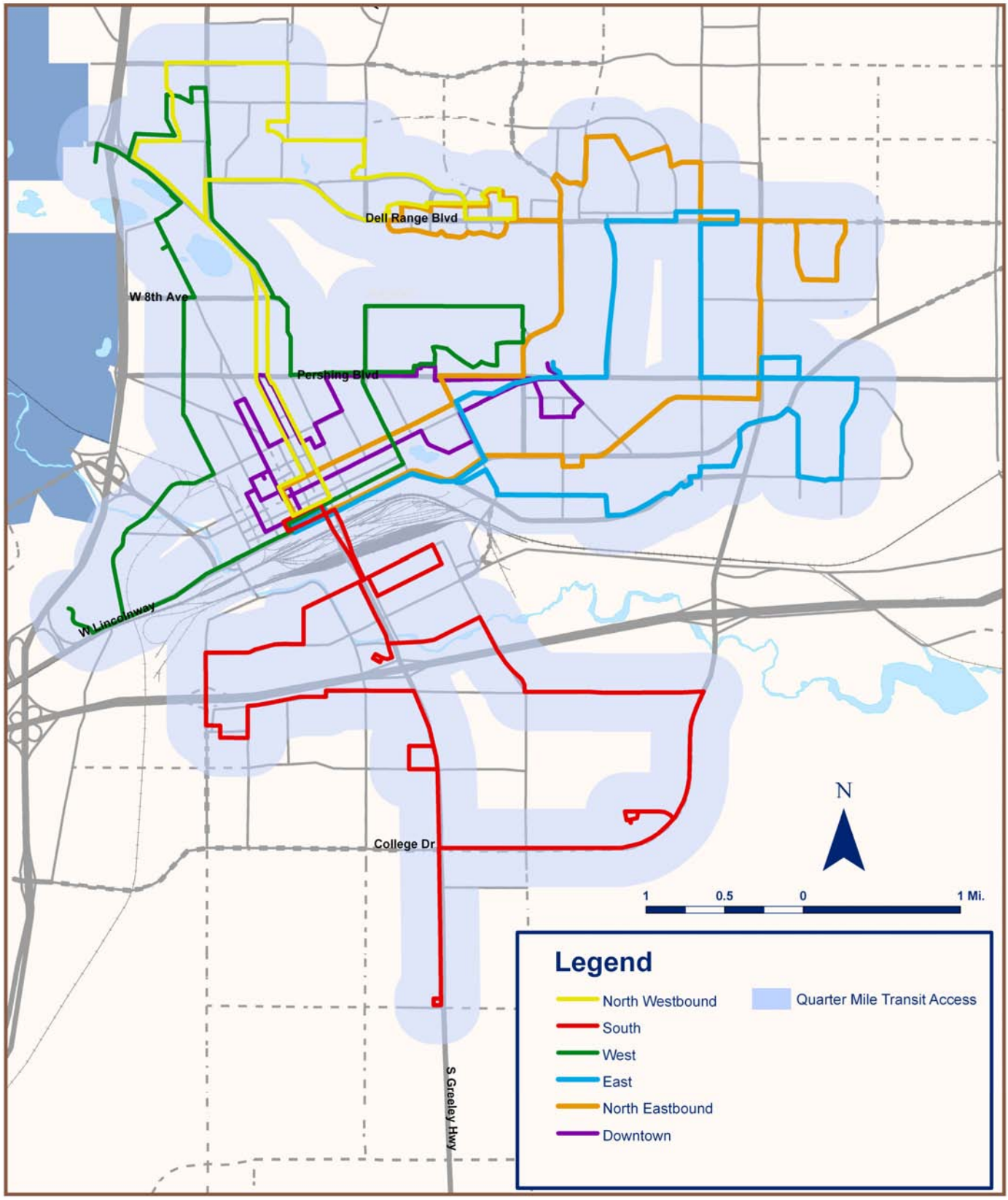
A Cheyenne Transit Program Bus

## Bicycle and Pedestrian

Increased walking and bicycling in a community has positive effects on air quality, physical health, and when used extensively, traffic congestion. While pedestrian facilities vary throughout the city, Cheyenne's official bicycle system is limited and consists of mostly on-street bike routes with no separate lanes for bicycles. The City also has several greenway corridors that include paths such as Dry Creek Greenway, Crow Creek Greenway, and the Allison Draw Greenway. In addition, Cheyenne's bicycle network includes a few shared-use facilities and some on-street bike lanes.

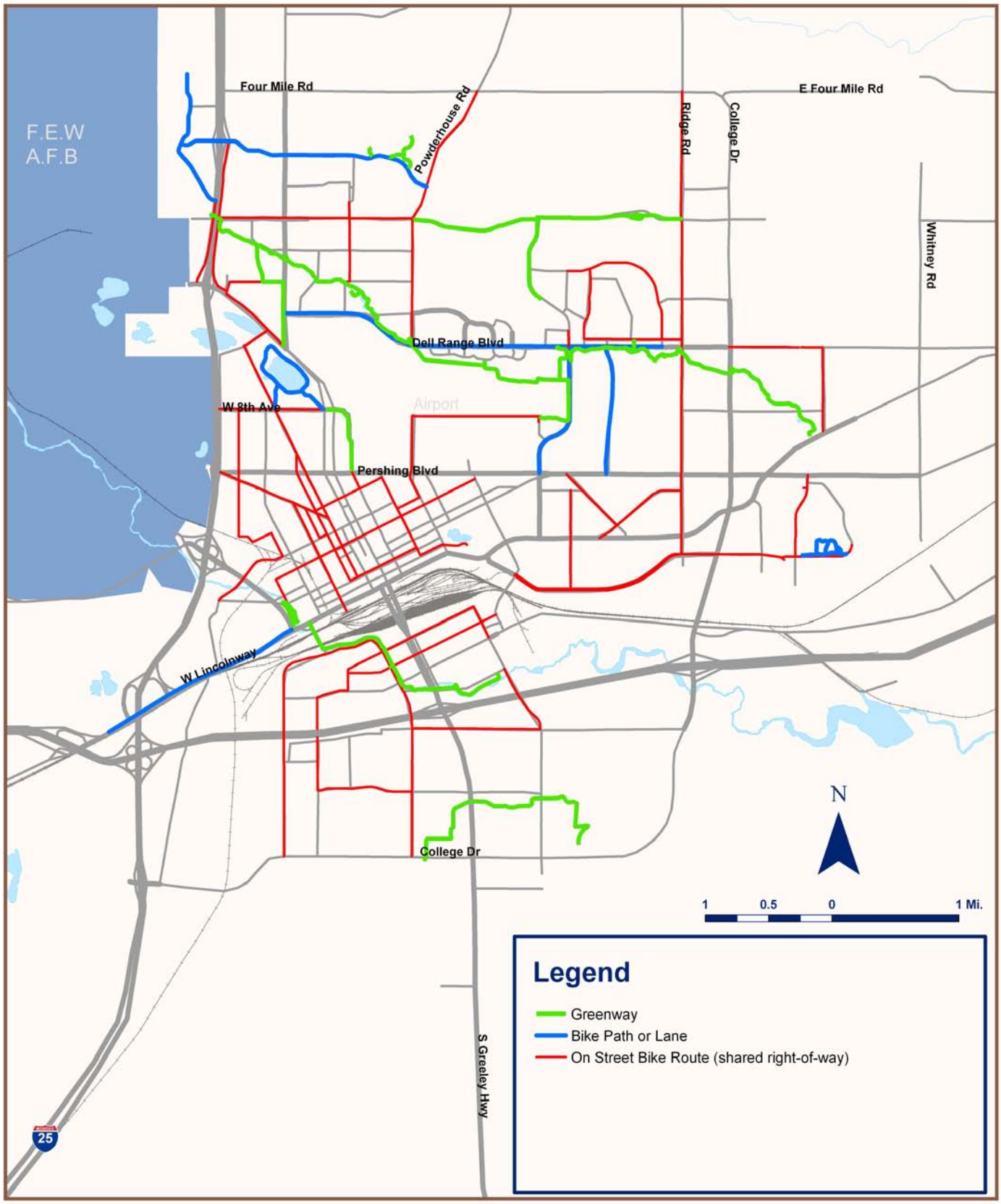
The City has several key transportation corridors that do not adequately provide for bicycle travel. Examples include Pershing Blvd., the South Greeley Highway/ Central Ave. corridor, and College Dr. Also many intersections in Cheyenne are not conducive to bicycle travel. The existing bicycle network in Cheyenne is shown in Figure 4.

## Figure 3: Existing (2006) Transit System




***This map presents the current transit service in Cheyenne.***
***Buses depart from the downtown transfer station every 60 minutes.***
***Areas withing 1/4 mile of transit are shaded.***

## Figure 4: Existing Bicycle Network




*This map presents the bicycle facilities in Cheyenne as they exist today.*